

# I. R. T. REAL ESTATE WORTH MILLIONS TO BE SOLD SOON

**Public Auction in April Ordered  
to Get Money to Meet  
January Interest.**

## **RUNS RISK OF SACRIFICE**

**President Hedley Says Com-  
pany Is Forced to Get Funds  
to Avoid Receivership.**

## **VALUABLE PROPERTY TO GO**

**Sites Are in Grand Central Zone,  
the Bronx, and Long  
Island City.**

"As an emergency measure to save the Interborough Rapid Transit Company from going into the hands of a receiver," Frank Hedley, President of the Interborough Rapid Transit Company, announced last night that all the unused real estate in New York City, held by the company, valued at several million dollars, would be sold at public auction to the highest bidder by Joseph P. Day in April next. This real estate consists of both vacant and improved property covering all classes of realty, from buildings in the Grand Central Terminal zone to vacant lots in the Bronx, and valuable holdings in Long Island City.

### **President Hedley's Statement.**

Mr. Hedley in making the announcement said to a TIMES reporter last night:

"Speculation, which has been rife as to exactly how the Interborough Rapid Transit Company managed to meet the Jan. 1 payment on its outstanding bonds, is answered in the announcement made that this obligation was met in part by pledging the real estate holdings of the company in the Boroughs of Manhattan, Bronx, and Queens not necessary for the operation of the road.

"The forthcoming sale of this property is a forced sale in the strictest sense of the term. The situation brought on by the war has compelled the Interborough to continue supplying rapid transit service at a fare established on pre-war conditions, and this has forced the company to dispose of these real estate assets in order that it may do all in its power to protect the interests of investors in its securities.

"We have retained Mr. Day to hold the sale directly as a result of an policy determined upon prior to the new year," which was to pledge this sale to pay the large amount of interest payable on Jan. 1. We must now sell these assets for whatever they will bring in order to make good our pledge.

"But this does not settle the main problem. In the future we will have no such assets to pledge, to borrow on or to sell, and there will be no interest payments to be met next July; either that or receivership.

"The traction problem is so big that it will take time, study and probably legislation. But there is the existing emergency to meet. And that can be met only by an increased fare.

"The fact that we are going to sacrifice these valuable assets is sufficient answer to those who dodge the necessity behind our appeal for a higher fare. We certainly would not sell in the present 'sacrifice market' unless we deemed it our duty to protect the interests of people whose savings have been invested in good faith.

"We shall continue, to the best of our ability, and to the last trench, to protect these interests and the lives of our passengers."

### **Location of the Properties.**

Most important among the properties listed to be sold are: 156-158 East Forty-second Street, a three-story fireproof store and office building with foundations for two additional stories. To be sold subject to Queensboro Station easement owned by the city.

Also in Manhattan, 150 lots located on the east side of Broadway, between 218th Street and the Harlem Ship Canal, taking in three and one-half blocks of Broadway property at this point. Then in the Bronx most of the west side of Broadway from 238th to 242d Streets, comprising about eighty-nine lots; also the tract of about 7.8 acres, having approximately 800 feet frontage in Baychester Avenue at and near White Plains Road, and additional frontage in additional streets and avenues; also four lots in City Island.

Also in Manhattan, the square block bounded by 147th and 149th Streets, Lenox Avenue and Exeter Street.

Jackson Avenue, Long Island City, in the Hunter's Point section, is the location of the first station in Queens on the Queensboro Subway and of a valuable Interborough holding now to be sold to the highest bidder subject to a station easement. This valuable parcel consists of a block front on the north

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side of Fourth Street, from Jackson to Vernon Avenue, and improved with apartment and store buildings.

Also in Long Island City, the twelve and a half lots with old buildings at the northwest corner of Fourth Street and West Avenue, through to Fifth Street, subject to a forty-five-foot wide sub-surface easement, for the Queensboro Tunnel; also the valuable industrial waterfrontage on the south side of Eighth Street, Long Island City, 100 feet west of West Avenue and consisting of about sixteen upland lots, all the remainder being composed of land under water. This property was purchased in 1901.

## Day Discusses Value of Property.

Discussing the forthcoming sale last evening Joseph P. Day said:

"Knowing full well the distressing conditions under which the Interborough has recently continued to operate its many lines, with wages, supplies, equipment and all the other costs of operation doubled, I realize fully how great must have been the emergency that compelled the offering of all these valuable properties at this time.

"I have only admiration for the honorable policy adopted by the President and the Directors of the company and their decision to dispose of these assets as a means to protecting the interest of investors.

"That is what I call a 'square deal,'

a fair business action. It is only to be hoped that the Interborough is given as square a deal by the public, which it deserves so well and faithfully, year in and year out.

"In all probability the sale will be held in the early Spring, over a period of two or three days. The upper Broadway, 218th Street, and Ship Canal lots, together with the Lenox Avenue and Exterior Street block, grouped together nicely for one large Manhattan and Bronx sale, to which, however, I may decide to add the valuable Forty-second Street (Manhattan and Long Island City) parcel. In that event there will remain to be sold on the following day the large tract of lots located at White Plains Road and Baychester Avenue.

"All of the properties to be sold, with the exception of the investment parcels, are of a character that will appeal strongly to lot buyers, builders of walk-up apartment houses, manufacturers, and small investors. The Ship Canal blocks, just north of 218th Street, comprise some of the last remaining lots on Manhattan Island that are to be had at prices sufficiently low to warrant the immediate construction of five and six story 'walkup' flats, and any number of which, I believe, could be erected in this location and resold before their completion on the present rental basis.

## Valuable Broadway Frontage.

"A little further north, from 238th and 242d Streets, are four Broadway blocks to be sold, with a subway station at either end, Van Cortlandt Park and the Delafield estate residential colony, lying just beyond. The sale of this valuable Broadway frontage should prove to be an important factor in hastening the development of this section which has the advantage of being directly on the subway.

"The White Plains Road and Baychester Avenue lots have the same character of subway and station advantages, while the Long Island City properties to be sold are located directly at, or adjacent to the first station outside of Manhattan (Jackson Avenue), in the Borough of Queens, in a section that is actually the heart and centre of the established Hunters Point district of Long Island City.

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